

City of Fort Smith, Arkansas
Minutes of the Streets, Bridges and Associated Drainage
Capital Improvements Plan (CIP) Advisory Committee Meeting
August 25, 2016

A meeting of the Streets, Bridges and Associated Drainage Capital Improvement Plan (CIP) Advisory Committee was called to order at 11:58 p.m. on August 25, 2016, in the Planning Conference Room #326 of the City by Aaron St. Amant (Chairman).

Committee members present:

Aaron St. Amant – Ward 3 (Chairman)
Stan Vlademar – Ward 1
Tiffinee Baker – Ward 2
Robert Brown – Ward 3
David Armbruster – Ward 4
Nathaniel Deason – Ward 4
Philip Rosar – Ward 4

Committee members absent:

None

City Staff Present:

Stan Snodgrass, Director of Engineering
Matt Meeker, Senior Project Engineer
Brian Waldrip, Senior Project Engineer
Jennifer Stevens, Accounting Technician
Sonya Elliott, Administrative Coordinator

Minutes of the July 28, 2016 Meeting

Aaron St. Amant made the motion to approve the minutes from the meeting and Stan Vlademar seconded. The minutes were approved 7 in favor and 0 opposed.

New Business:

Annual selection of the CIP Committee Chairperson. David Armbruster made a motion to keep Aaron St. Amant as the chairman. Stan Vlademar seconded the motion. The motion passed with 7 in favor and 0 opposed.

Presentation of the 5-Year (2017-2021) Capital Improvements Plan (copy attached). Stan Snodgrass provided a brief overview of the 5-year CIP. He noted the following items:

Street Overlays and Reconstruction. For 2017 it is budgeted at \$8.1 million which is between the \$7 million and \$10 million as recommended by the CIP Committee at the last meeting. The total length of overlays is approximately 4.8 miles. However, it was noted that there are several very wide and/or multi-lane streets in the 2017 program which equates to approximately 7.8 miles of a typical two lane street.

Neighborhood Drainage for 2017 will address flooding at Ramsey Junior High and the Fort Smith School Service Center. The CIP Committee previously recommended acceleration of this project and the design work is ongoing.

Kelley Highway Extension. The design is approximately 50% complete and at the direction of the CIP Committee, the construction has been pushed out to begin in 2021.

May Branch Drainage Project. As previously discussed with the CIP Committee, the Corps of Engineers has advised, based on their revised cost estimated, that the receipt of federal funds for construction of the May Branch project is unlikely. For 2017, we propose to revisit the COE design in great detail to look for possible significant cost reductions or alternate ways to reduce the flooding.

Fort Chaffee Redevelopment Authority (FCRA) Development. The amount has been reduced in half from \$1.0 million to \$500,000 annually for 2017-2021 as requested by the CIP Committee.

Highway 45 widening – Hwy 255 to Hwy 71. As previously discussed with the CIP Committee, this project will be cost shared with the AHTD, Sebastian County and the City. The AHTD is contributing \$10 mil with a local match of \$5 mil. The \$5 mil local match is being split \$4 mil from City and \$1 mil from the County.

Railroad Crossing Panels. In 2017, we will continue to work with the railroads to cost share for replacement of the remaining crossings along North A and B Streets, similar to the one recently completed with A&M Railroad on North B Street.

David Armbruster asked if we could utilize concrete in lieu of asphalt for the Roberts Boulevard section slated for improvements in 2017. Stan Snodgrass said we were already considering it as this section of street has a significant amount of truck traffic due to the surrounding industries. This will be looked at in more detail during the engineering design.

David Armbruster asked about moving the overlay of S. 24th St from Zero Street to Phoenix Avenue to top priority. Stan Snodgrass stated in just the past few weeks repairs had been completed on approximately seven locations along that street and the biggest problem areas have been fixed.

David Armbruster suggested we get financial participation from the FCRA for street overlays such as Wells Lake Road. Stan Snodgrass stated that the City had approved a resolution many years ago which noted the city was responsible for maintenance of

these streets. Stan further stated that the FCRA had cost shared on several new street projects. David suggested that on future new street projects at FCRA, they should cost share in the construction of the street.

David Armbruster stated that we need to expand the number of miles of streets to be redone annually given there are approximately 450 miles of asphalt streets.

Stan Snodgrass discussed that we would be looking into a different approach to rate the streets. There is an organization that works in coordination with the University of Arkansas and the method is based on an analysis of videoing the streets which rates the streets. Robert Brown wanted to make sure that we coordinate with the other departments before we construct street improvements. Stan Snodgrass stated that we do coordinate with the other departments and also send them the plan sets for each job. However there are some instances where utility breaks occur not too long after the street project is completed which may require cutting and repairing of the street surface.

Stan Snodgrass discussed the contingency fund item in the CIP. He stated this amount included working with an engineering consultant to review the City's street design standards. It was also noted that Jennifer Walker is hiring an audit consultant to review the dollar amount in the CIP listed as Engineering Department and Other Departments. The report should be completed in September or October. Stan Vlademar asked how the fiscal year ran. Stan Snodgrass stated that it was by calendar year, January to January.

David Armbruster stated that on the East side of 62nd Street there is always water in the ditch and asked if there are any plans for it to be fixed. Stan Snodgrass stated that the problem is within the State's right of way. They have no plans to fix it, but we will look at cleaning the ditch out again.

Robert Brown discussed the undersized Town Branch storm drain and questioned what could be done to help with the flooding on the north side of town. Stan noted that this flooding was connected with the May Branch basin and would be reviewed as part of that analysis. Robert Brown also wanted to add North 50th St between Kelley Highway and Midland Boulevard as a discussion item on a future agenda.

Tiffinee Baker made the motion, seconded by Stan Vlademar to approve the 5-Year (2017-2021) Capital Improvements Plan. The motion passed with all in favor and zero opposed.

Philip Rosar commended Greg Riley on the job of adding more sidewalks to Rogers Avenue.

David Armbruster would like Greg Riley to give an update on plans for any further development for new sidewalks as a discussion item on a future agenda.

Tiffinee Baker asked what the status was of extending N. 62nd Street from its terminus south of Kelley Highway to Grand Avenue. Stan Snodgrass stated that the developer was obtaining a fill and grading permit to clear some of the area adjacent to I-540. However, the developer has not approached the city any more at this time regarding the extension of 62nd Street in this area. Robert Brown asked that the Committee be kept updated on this matter as we receive additional information.

Robert Brown asked when the 5-Year (2017-2021) Capital Improvements Plan would go to the board of directors. Stan Snodgrass stated that it would be Tuesday, September 27, 2016, at the noon study session and invited members of the CIP Committee to attend.

Citizen's Forum

David Harris stated that this meeting had been wonderful and commended Stan Snodgrass and staff on the wonderful job they were doing.

The next meeting will be October 6, 2016 at 12:00 p.m. in the Planning Conference Room # 326.

With no further discussion or business, a motion to adjourn was made by Stan Vlademar at 1:00 p.m. and Aaron St. Amant seconded. 7 were in favor and 0 were opposed.

MEMORANDUM

To: Streets, Bridges and Associated Drainage
Capital Improvement Plan (CIP) Advisory Committee

From: Stan Snodgrass, P.E., Director of Engineering

Subject: Five Year Capital Improvement Program (2017-2021)
Streets, Bridges and Associated Drainage Sales Tax Funds

Date: August 18, 2016

Attached is the 5-Year Capital Improvement Plan for the streets, bridges and associated drainage sales tax program. This is transmitted for review and is recommended for approval at next week's August 25th meeting. The funding for this program is provided by the one-cent sales tax. Federal and state grants along with private cost sharing participation are anticipated to assist in the overall program. Determination of projects is based on numerous factors including pavement ratings of streets, interdepartmental requests, economic development, citizen input and requests from the CIP Committee and Board of Directors.

The proposed program includes a combination of neighborhood street improvements, major street projects, local and basin wide drainage improvements, and traffic signal improvements. The program totals \$43.6 million for the year 2017 and \$137 million for the five year period from 2017 to 2021.

The attached spreadsheet outlines the anticipated revenues and expenditures for the various projects. A narrative description of projects and exhibits are also included.

Attachments

CITY OF FORT SMITH

8/18/16

Five-Year Capital Improvement Program for Streets, Bridges and Drainage (2017-2021)

		2016	2017	2018	2019	2020	2021
	Beginning Balance	30,648,893	29,307,778	8,880,838	5,628,810	8,062,345	3,193,802
	Current Year Revenues						
	Sales Tax	20,887,000	20,887,000	21,095,870	21,306,829	21,519,897	21,735,096
	Grants/Other Participation	5,105,594	2,165,429	0	0	0	0
	Interest	99,542	89,833	36,184	34,143	28,070	11,455
	Total - Current Year Revenues	26,092,136	23,142,262	21,132,054	21,340,971	21,547,967	21,746,551
	Total Funds Available	56,741,029	52,450,040	30,012,892	26,969,781	29,610,312	24,940,353
1	Street Overlays & Reconstruction	9,040,729	4,840,733	8,114,780	8,500,000	8,500,000	8,500,000
2	Neighborhood Drainage Improvements	4,048,570	10,049,469	3,591,057	2,000,000	2,000,000	2,000,000
3	Town Branch / Carnall Drainage	913,329	0	0	0	0	0
4	North B Truck Route	0	1,044,000	700,000	0	0	0
5	Intersection and Signal Improvements	899,751	580,000	400,000	400,000	400,000	400,000
6	Spradling Extension at Riverfront Drive	8,931	1,300,000	0	0	0	0
7	Kelley Highway Extension to Riverfront Drive	186,178	200,000	178,995	400,000	600,000	5,000,000
8	Jenny Lind Road - Zero to Cavanaugh	7,419,986	17,610,000	4,030,650	15,000	0	0
9	Geren Road Reconstruction	468,912	2,500,000	3,000,000	0	0	0
10	Zero Street (Hwy 255) Widening	0	800,000	0	0	4,000,000	0
11	May Branch Drainage Project	29,400	200,000	800,000	4,000,000	4,000,000	4,000,000
12	FCRA Development	1,459,829	500,000	500,000	500,000	500,000	500,000
13	Hwy 45 widening - Zero St to Hwy 71	0	700,000	0	0	3,300,000	0
14	Railroad Crossing Panels	27,042	280,000	160,000	160,000	160,000	160,000
15	Traffic Studies	51,500	25,000	25,000	25,000	25,000	25,000
16	Overlays/Drainage by Street Department	301,514	300,000	300,000	300,000	300,000	300,000
17	Engineering Dept. and Other Depts.	2,360,000	2,360,000	2,383,600	2,407,436	2,431,510	2,455,825
18	Contingency	217,580	280,000	200,000	200,000	200,000	200,000
	TOTAL	27,433,251	43,569,202	24,384,082	18,907,436	26,416,510	23,540,825
	Ending Balance	29,307,778	8,880,838	5,628,810	8,062,345	3,193,802	1,399,527

Grants/Other Participation

Jenny Lind Road - Zero to Cavanaugh	4,000,000	2,165,429	0	0	0	0
Streetscape - Towson	190,641	0	0	0	0	0
FCRA	914,953	0	0	0	0	0
TOTAL	5,105,594	2,165,429	0	0	0	0

Five Year Capital Improvement Program (2017-2021)
Streets, Bridges and Drainage Sales Tax Funds

Descriptions of Selected Projects
August 17, 2016

1. Street Overlays and Reconstruction. The proposed 2017 projects are shown on the attached list and exhibits. The total length of streets to be improved is approximately 4.8 miles. It should be noted that several of the streets in the 2017 program are very wide and/or multi-lane streets which include portions of Old Greenwood Road, Grand Avenue, Jenny Lind Road and Roberts Boulevard. The estimated cost for the 2017 street overlays and reconstruction projects totals \$8.1 million, with an estimated \$1.0 mil expended in 2017 and \$7.1 mil expended in 2018. The total cost shown in 2017 is \$4.8 million which includes \$3.8 million in remaining construction for the 2016 projects. (See pages 4-10)

2. Neighborhood Drainage Improvements. The 2017 drainage program includes improvements to address flooding concerns in the area of Ramsey Junior High School and the Fort Smith School Service Center. Severe flooding has occurred around the drop off areas and parking lot at Ramsey Junior High and several administration offices were flooded at the School Service Center. The proposed improvements will consist of large channel improvements along the perimeter of the school property and extension of a closed storm drainage system across the school property. The CIP Committee recommend acceleration of this 2017 project and the engineering design agreement was approved by the Board of Directors at the May 17, 2016 meeting. Construction is estimated to start in late 2017 and continue into 2018. The total estimated cost for this project is approximately \$3.2 million, with an estimated \$150,000 expended in 2016, \$1,050,000 in 2017 and \$2,000,000 in 2018. The total cost shown in 2017 is \$10.1 million which includes \$9.1 million in remaining work for ongoing drainage projects. (See page 11)

3. Town Branch - Carnall Drainage. This project is to reduce the frequency of flooding that occurs in the downtown area and areas just north of downtown. Construction is currently ongoing with completion later this year to improve the upstream outfall beginning at the South G Street/Towson intersection and extending to the west. This outfall is restricted which is contributing to the flooding in the downstream areas. The Town Branch area is a subbasin to the May Branch watershed. (See page 12)

4. North B Street Truck Route. This project is the modification of North B Street from 5th Street west to Riverfront Drive to accommodate two way truck traffic. This is in lieu of the current one way split that exists along this section of North A and B Streets. The project is based on the concept of closing a section of North A Street and Belle Point Place to add more green space. The project includes necessary radius improvements at North 5th and B Streets and reconstruction/resurfacing of the remaining sections of North A Street which are being removed

from the truck route. This project is currently on hold pending completion of a study of the Garrison Avenue / Riverfront area to ensure that adequate access for various modes of transportation (vehicular, trucks, pedestrian and bicycles) are accommodated throughout the entire downtown area. (See page 13)

5. Intersection and Signal Improvements. This project includes replacement of traffic signals at the following two intersections: Midland Avenue at North 50th Street and Dodson Avenue at Lexington Avenue. The total estimated cost for this work is \$400,000 with an estimated \$40,000 expended in 2017 and \$360,000 expended in 2018. The total cost shown in 2017 is \$580,000 which includes \$540,000 in remaining work for ongoing traffic signal projects. (See page 14)

6. Spradling Avenue Extension at Riverfront Drive. This project includes the new construction of Spradling Avenue eastward from Riverfront Drive approximately 1700 feet. This street will serve the proposed sports fields on the City's 51 acre tract. Plans are complete and the street construction is being scheduled to coincide with the construction of the sports fields which are planned for construction in 2017. (See page 15)

7. Kelley Highway Extension to Riverfront Drive. This project is for the reconstruction and widening of Kelley Highway to a three lane section from Midland Boulevard to Riverfront Drive. This extension of Kelley Highway will provide a direct route between I-540 and the riverfront area. The engineering design is approximately 50% complete. At the direction of the CIP Committee, the construction of the project has been pushed out to begin in 2021. The design will be completed in 2018, with ROW acquisition and utility relocation following in 2019 and 2020. (See page 15)

8. Jenny Lind Road - Zero to Cavanaugh Road. This project includes improvements to Jenny Lind Road between Zero and Cavanaugh Road. It also includes improvements to Ingersoll Avenue from U.S. Hwy 271 to Jenny Lind and the extension of Ingersoll Avenue from Jenny Lind to U.S. Highway 71B. The project is under construction with scheduled completion in spring 2018. (See page 16)

9. Geren Road Reconstruction. This project is for the reconstruction and widening of Geren Road between Highway 45 and 58th Street. Final engineering is underway and appraisals for the right of way acquisition are ongoing. This project has significant utility adjustments which include a major electric transmission line along the south, a high pressure gas line along the north side and fiber optic lines throughout the corridor. Relocation of the franchise utilities is expected to begin later this year pending acquisition of the necessary easements. Road construction is scheduled to begin in 2017 and extend into 2018. (See page 17)

10. Zero Street (Hwy 255) Improvements. This project is the widening and realignment of Zero Street (Hwy 255) from just west of Massard Road to its new alignment with Frontier Road.

The project is being cost shared with the Arkansas Highway and Transportation Department, City of Barling, Fort Chaffee Redevelopment and City of Fort Smith. Construction is expected to begin in 2020. (See page 18)

11. May Branch Drainage Project. This project is to reduce flooding along May Branch from the Arkansas River to Park Avenue. The proposed design by the Corps of Engineers (COE) consists of constructing a drainage channel to replace the existing undersized concrete storm drain pipe. The intent was to construct the most downstream section of the project (from approximately N. 7th Street to the river) entirely with City funds with an agreement that the City's cost would be credited towards the future cost sharing on the project when federal funds become available. However, the COE has advised that their revised estimated cost for this lower reach is over \$32 million and it is very unlikely that the City would receive any federal credit as the cost to benefit ratio is not greater than one. The COE also notes that extrapolating this lower reach cost estimate to the total project cost results in a total revised estimated cost of \$65 million which is more than double the \$30.85 million authorized for the project. For 2017 we are proposing to revisit in detail the COE design to look for possible significant cost reductions and also to review alternative methods to reduce the flooding including potential stormwater detention ponds and/or purchasing of repetitive flooding properties. (See page 12)

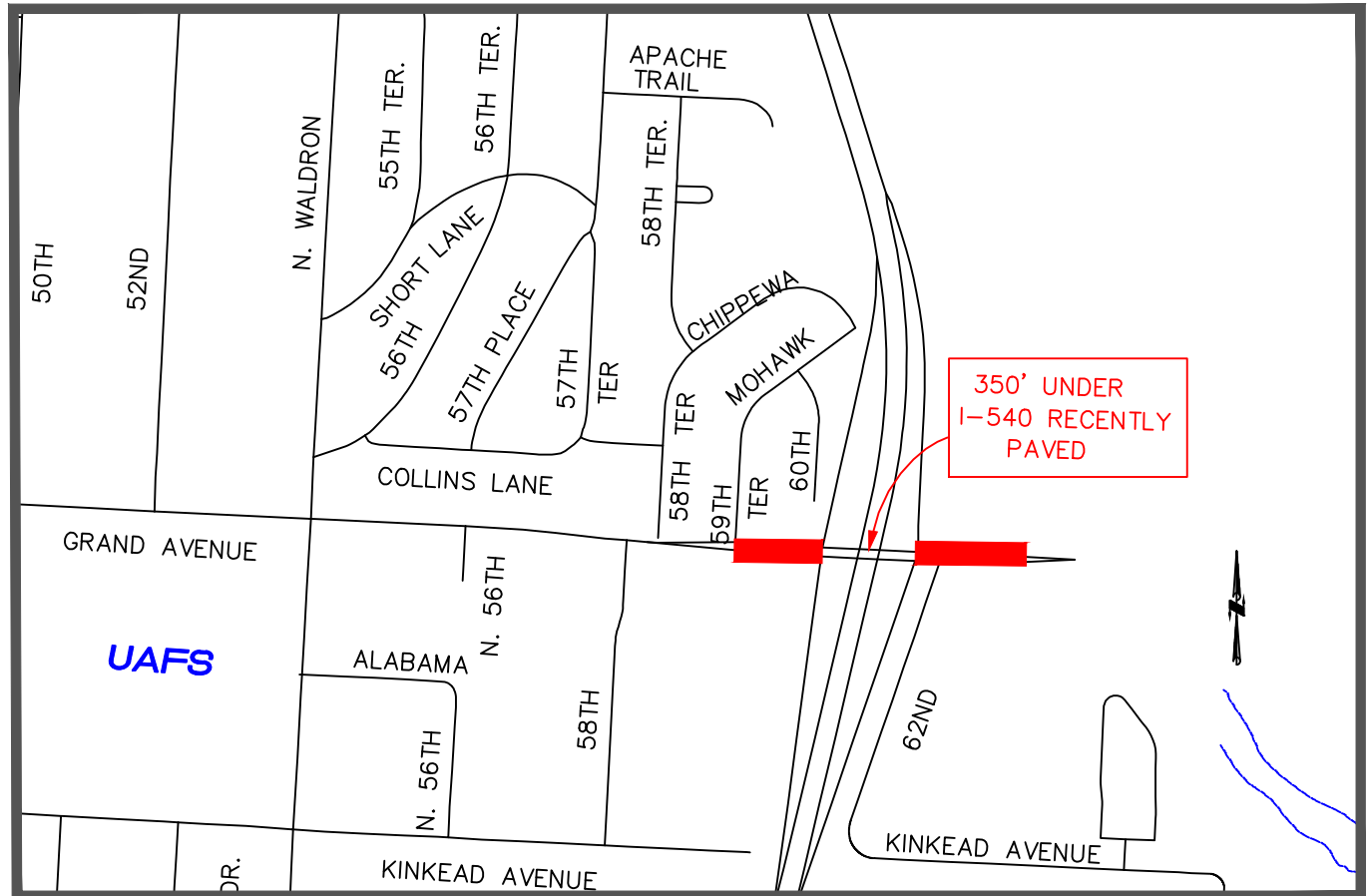
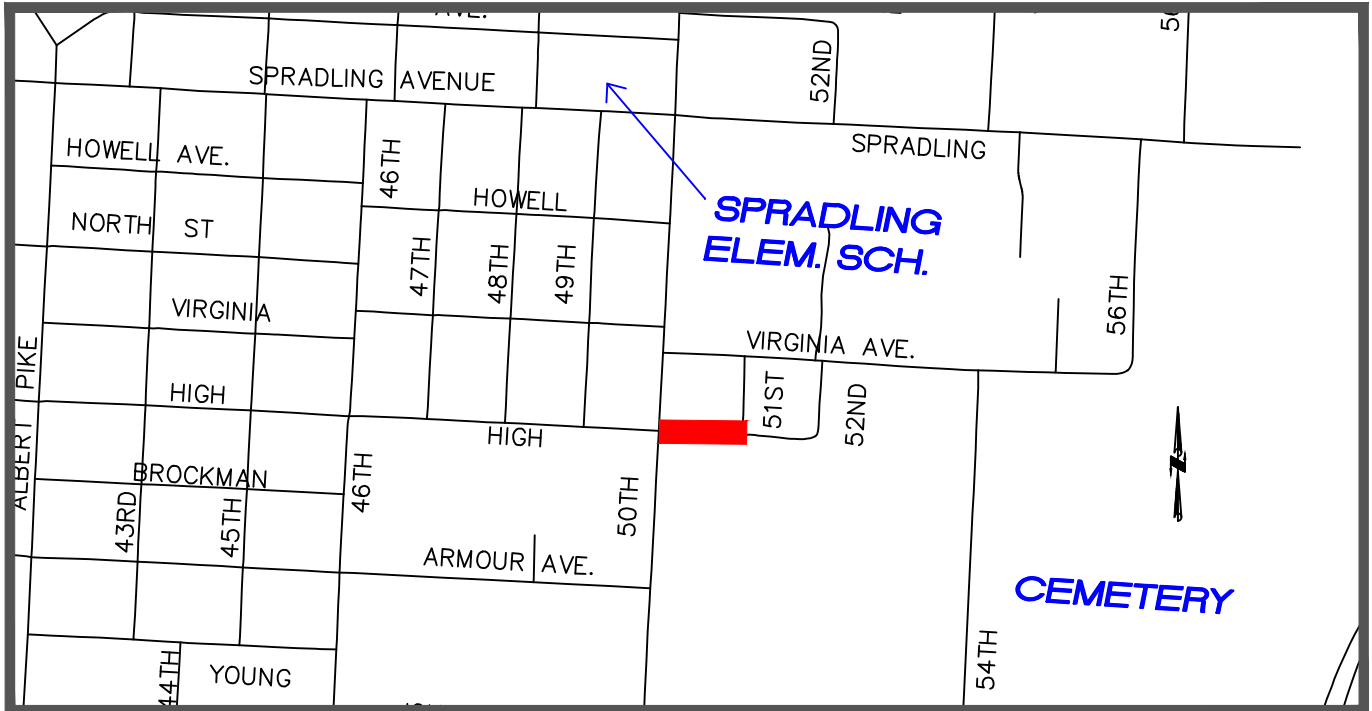
12. FCRA (Fort Chaffee Redevelopment Authority) Development. The \$500,000 budgeted annually for 2017-2021 will be utilized for public street and/or drainage work identified in association with the FCRA for economic development. This amount has been reduced as requested by the CIP committee.

13. Highway 45 widening – Hwy 255 to Hwy 71. This project is the widening of Highway 45 south of Zero Street and extending to Highway 71. The project is proposed to be cost shared with the Arkansas Highway and Transportation Department contributing \$10 million and a local match of \$5 million. The \$5 million local match is proposed to be split 80:20 with Sebastian County. The City's share will be \$4.0 million. Construction is expected to begin in 2020. (See page 19)

14. Railroad Crossing Panels. This project improves street crossings at railroads through the installation of concrete railroad crossing panels. This past year we cost shared with A&M railroad for the replacement of their crossing on North B Street just to the east of Riverfront Drive. We also expect to cost share with A&M to replace their similar crossing on North A Street later this year. We are in discussions with Fort Smith Railroad to get their crossings on North A and North B streets replaced in 2017 by means of a similar cost share agreement. (See page 20)

2017 CAPITAL IMPROVEMENTS PROGRAM STREET OVERLAYS/RECONSTRUCTION

STREET	FROM	TO	LENGTH	COST
GRAND AVE.	59TH TER.	580' East of I-540	1125	\$626,946
HIGH ST.	50TH ST.	51ST ST.	320	\$54,400
SOUTH U ST.	STATE LIND RD.	7TH ST.	1197	\$237,405
FRESNO ST.	70TH ST.	END OF ROAD	100	\$25,500
ROBERTS BLVD.	CHAD COLLEY BLVD.	I-49 Right of Way	2151	\$690,710
MOODY RD.	MASSARD RD.	92ND ST.	3100	\$644,111
JENNY LIND RD.	SAVANNAH ST.	530' North of PHOENIX AVE	1245	\$429,463
JENNY LIND RD.	HOUSTON ST.	DALLAS ST.	1784	\$792,540
OLD GREENWOOD RD.	CLIFF DR.	COUNTRY CLUB AVE.	4494	\$2,291,940
JENNY LIND RD.	MARKET TRACE	HARVARD AVE.	1490	\$562,889
JACKSON ST.	TOWSON AVE.	JENNY LIND RD.	2634	\$497,533
46TH ST.	ROGERS AVE.	FREE FERRY RD.	2382	\$539,920
56TH ST.	SOUTH X ST.	ROGERS AVE.	1062	\$180,540
TEXAS RD.	CAVANAUGH RD.	NORTH HILLSIDE DR.	2490	\$540,883
TOTAL LENGTH (FT)			25574	
TOTAL FOR 2017 STREET OVERLAYS/RECONSTRUCTION PROGRAM				\$8,114,780



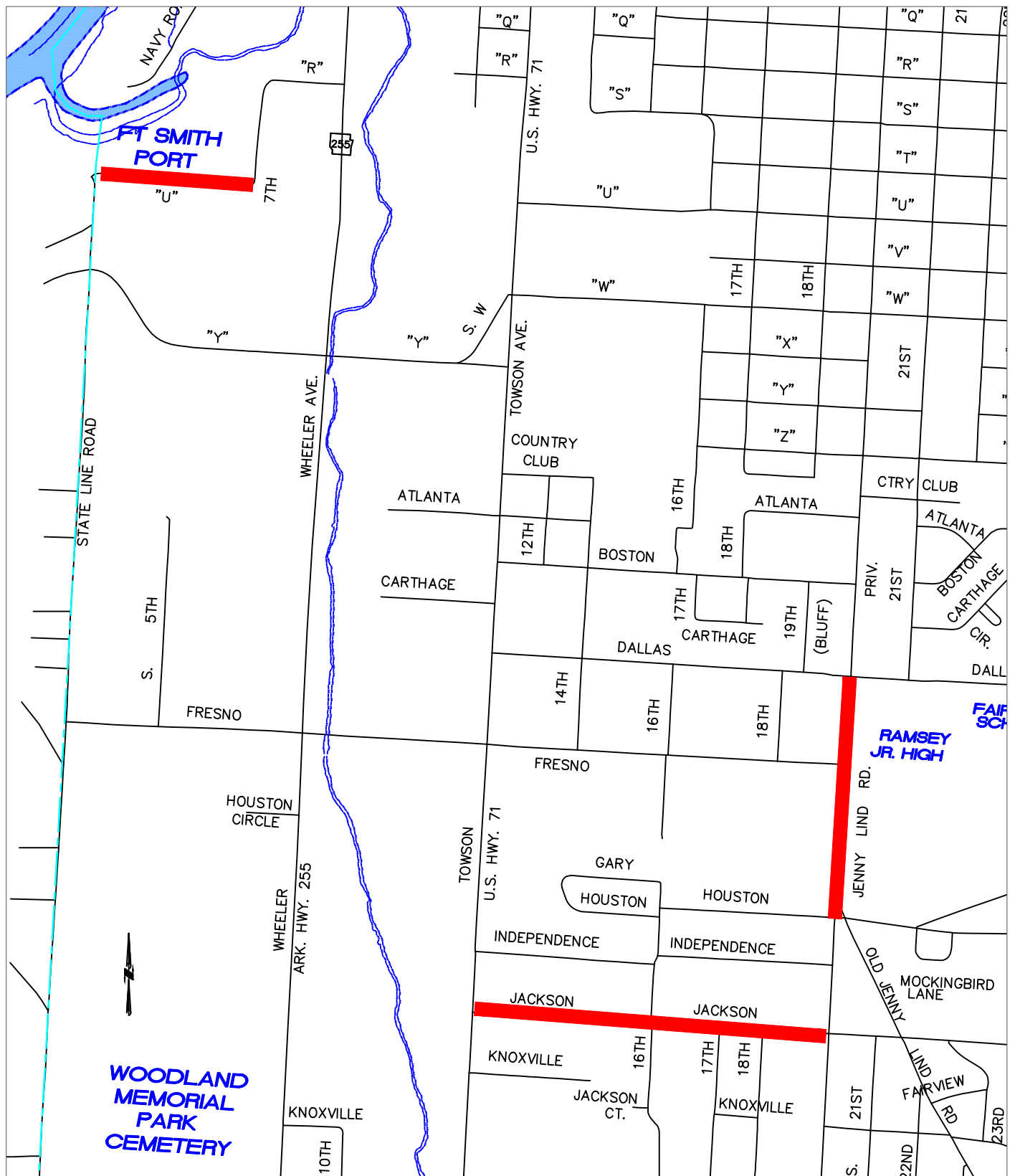
2017 CAPITAL IMPROVEMENTS PROGRAM
STREET OVERLAYS/RECONSTRUCTION



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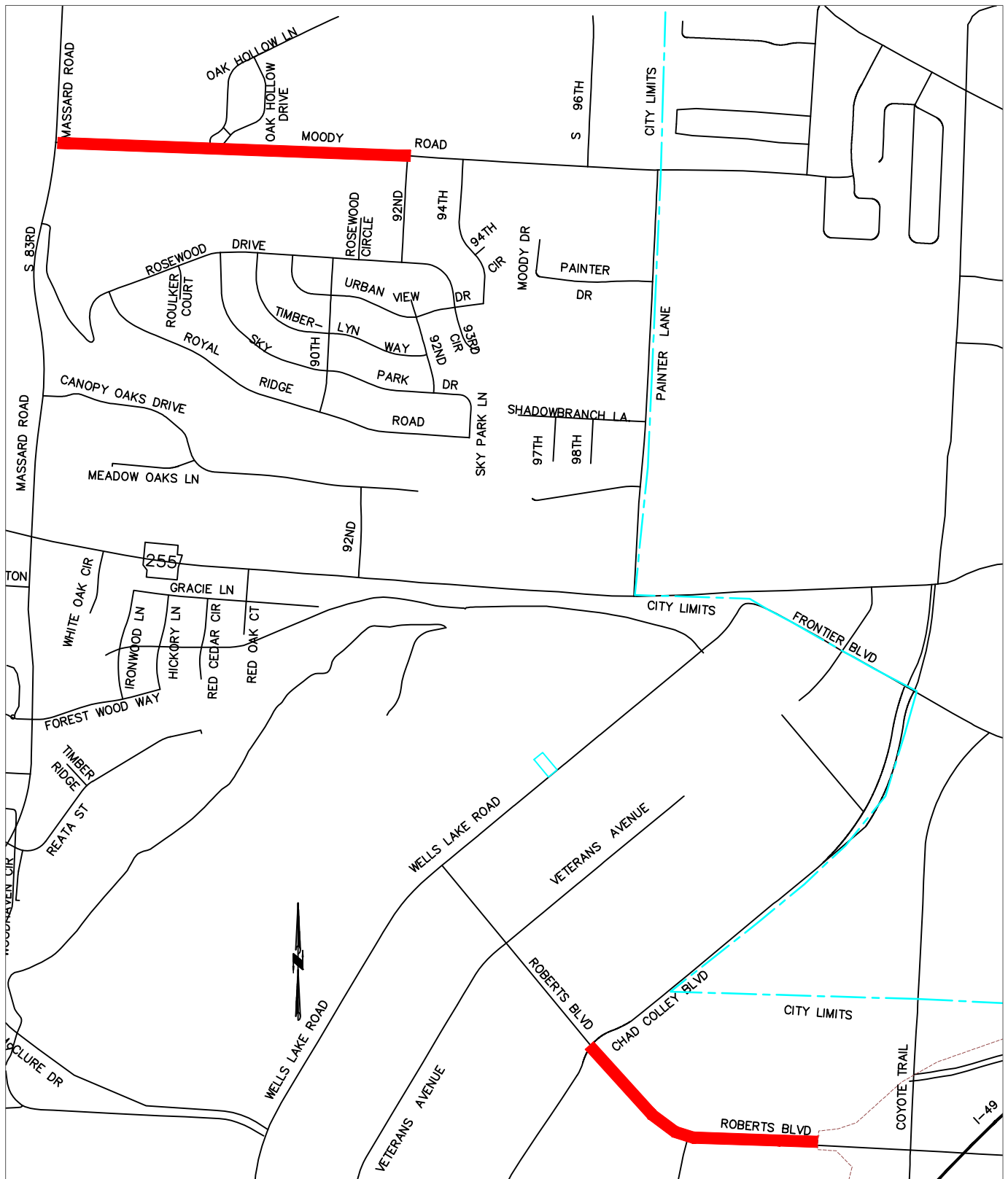
2017 CAPITAL IMPROVEMENTS PROGRAM
STREET OVERLAYS/RECONSTRUCTION



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2017 CAPITAL IMPROVEMENTS PROGRAM
STREET OVERLAYS/RECONSTRUCTION

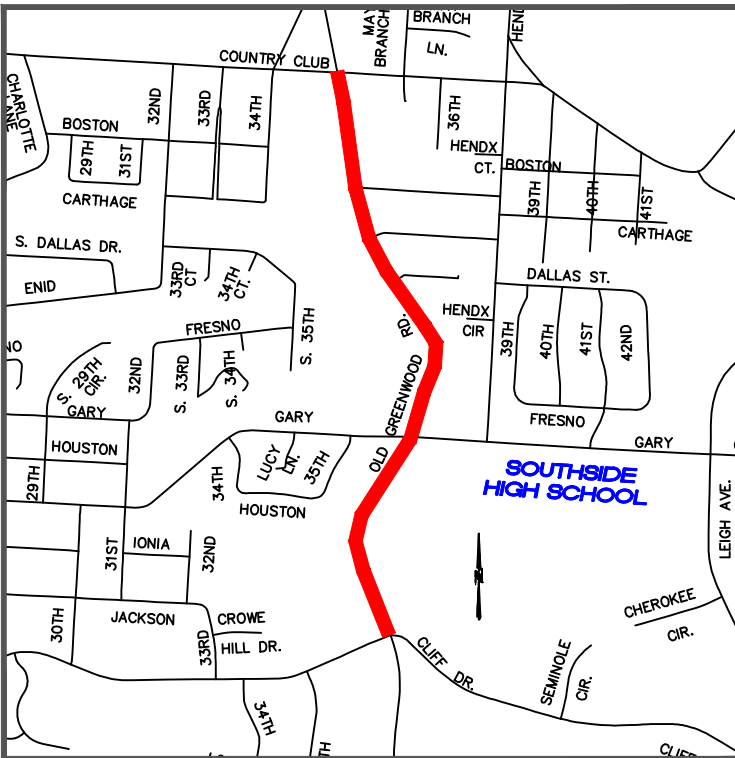
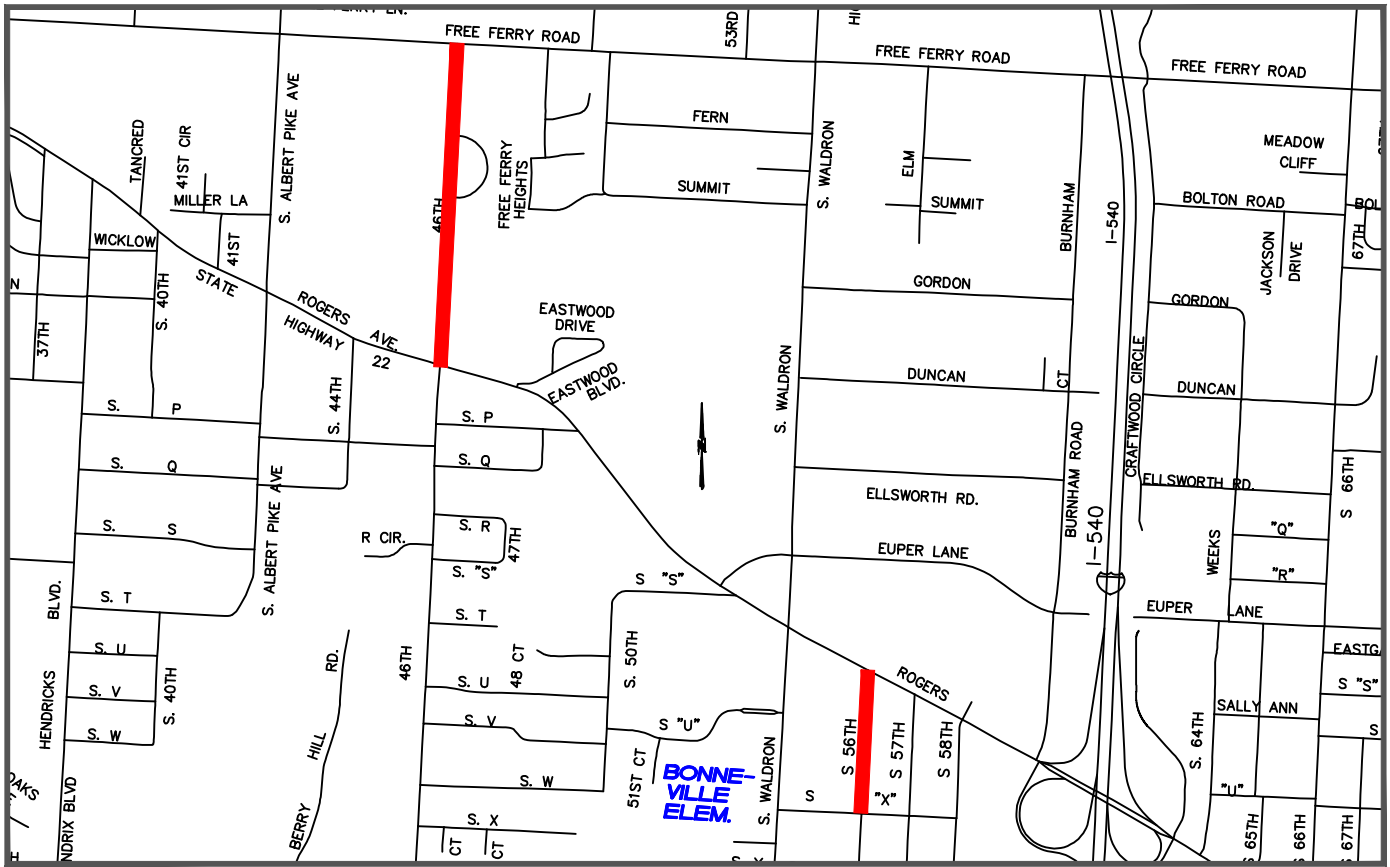


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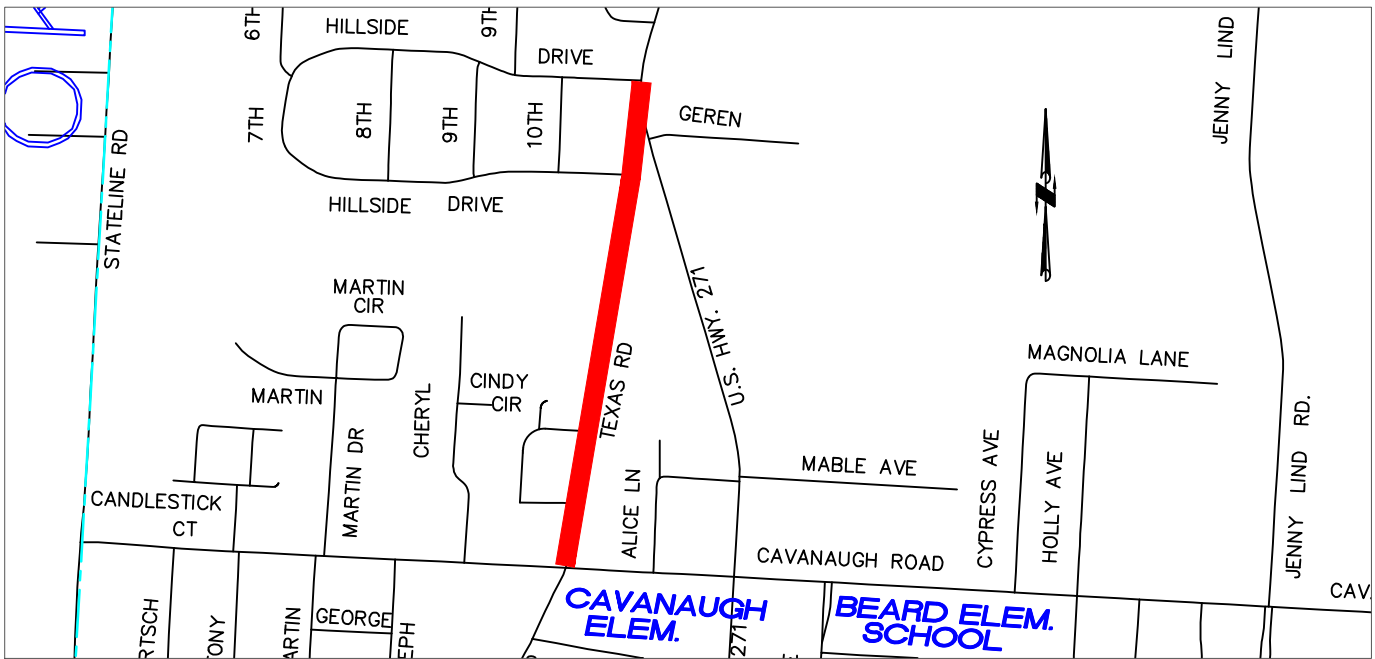
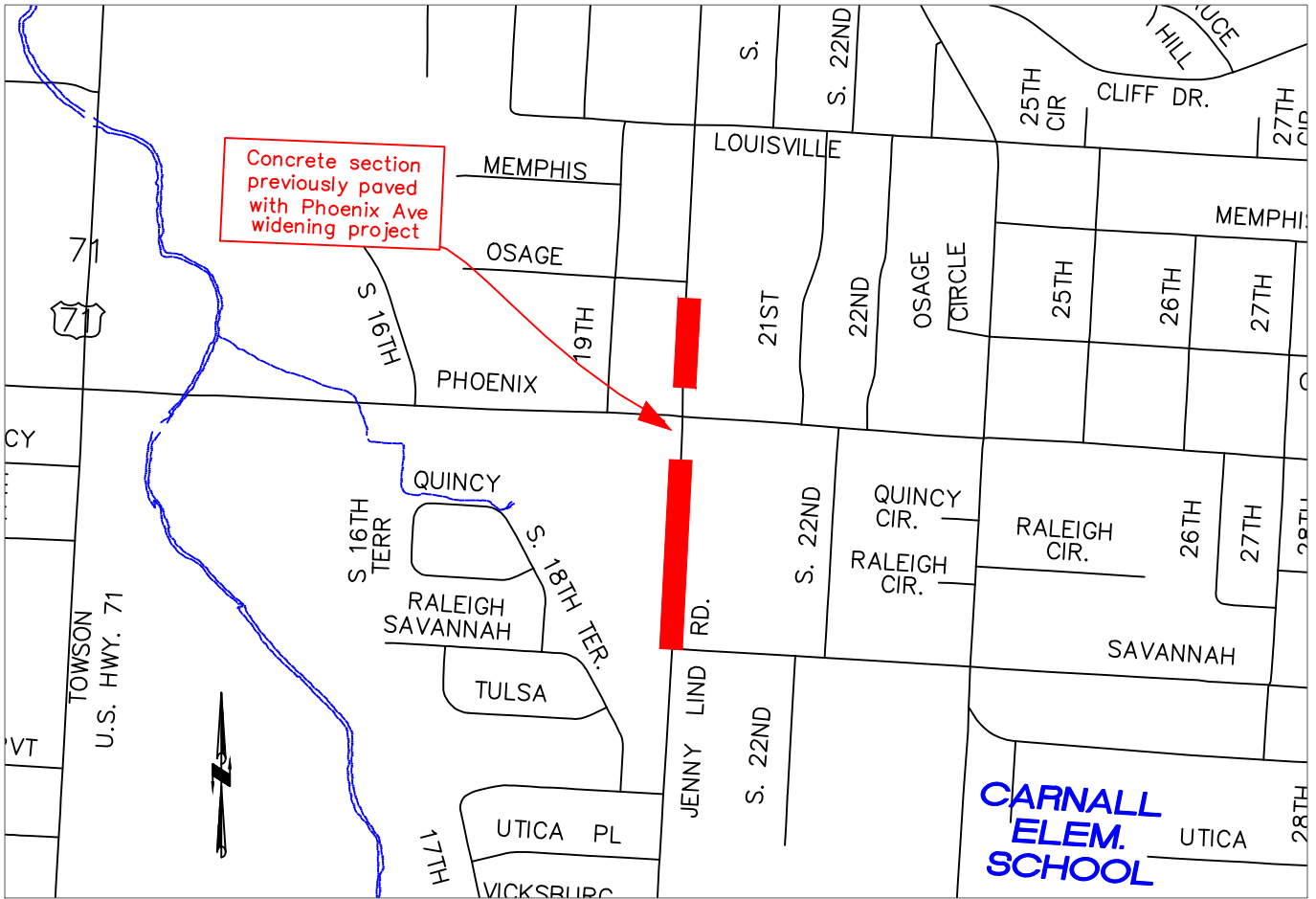
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2017 CAPITAL IMPROVEMENTS PROGRAM
STREET OVERLAYS/RECONSTRUCTION



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2017 CAPITAL IMPROVEMENTS PROGRAM
STREET OVERLAYS/RECONSTRUCTION

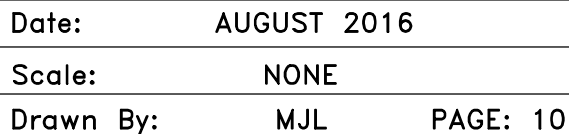


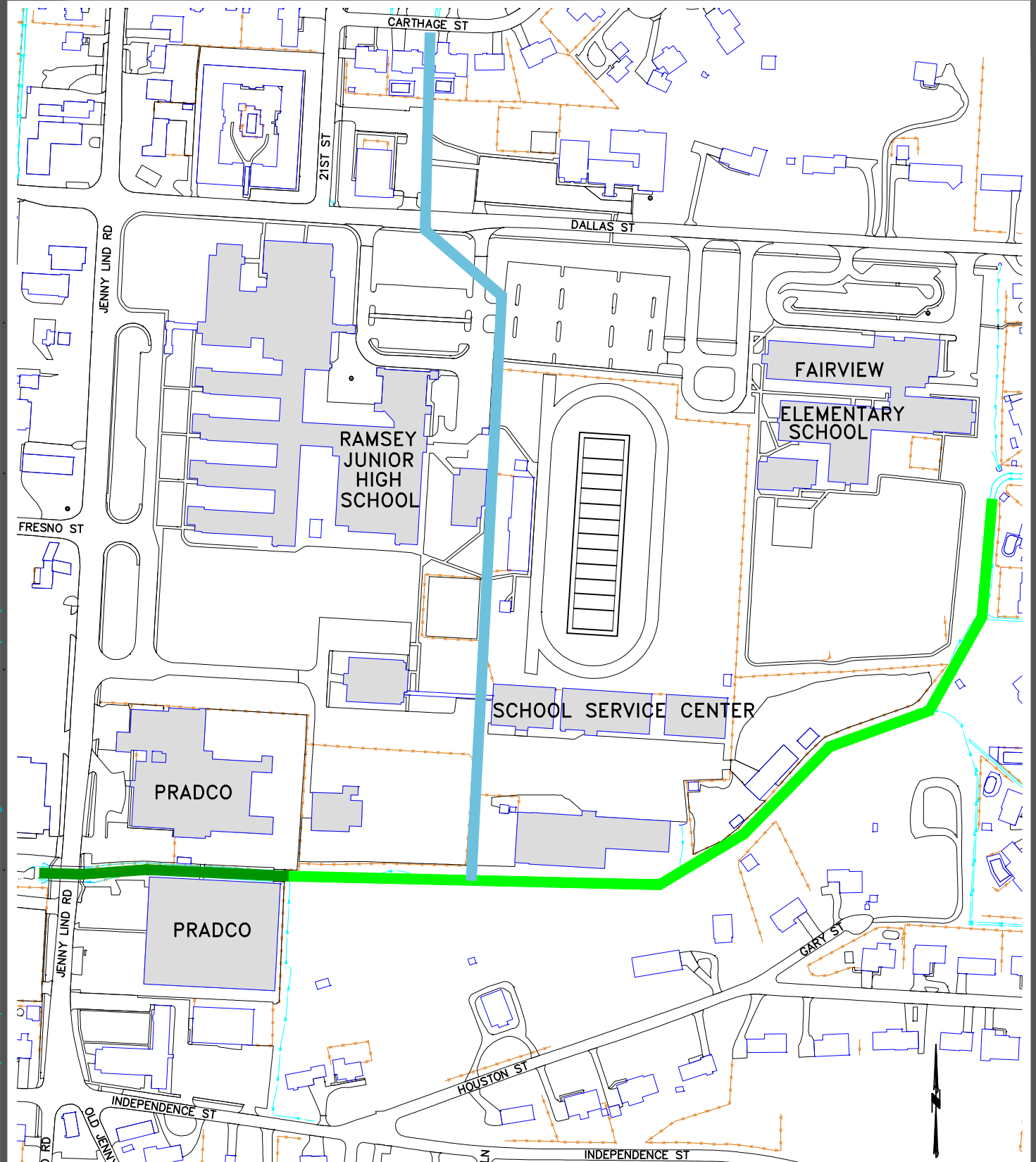
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LEGEND: CHANNEL IMPROVEMENTS
STORM DRAIN SYSTEM IMPROVEMENTS
2016 DRAINAGE IMPROVEMENTS



2017 CAPITAL IMPROVEMENTS PROGRAM
DRAINAGE IMPROVEMENTS

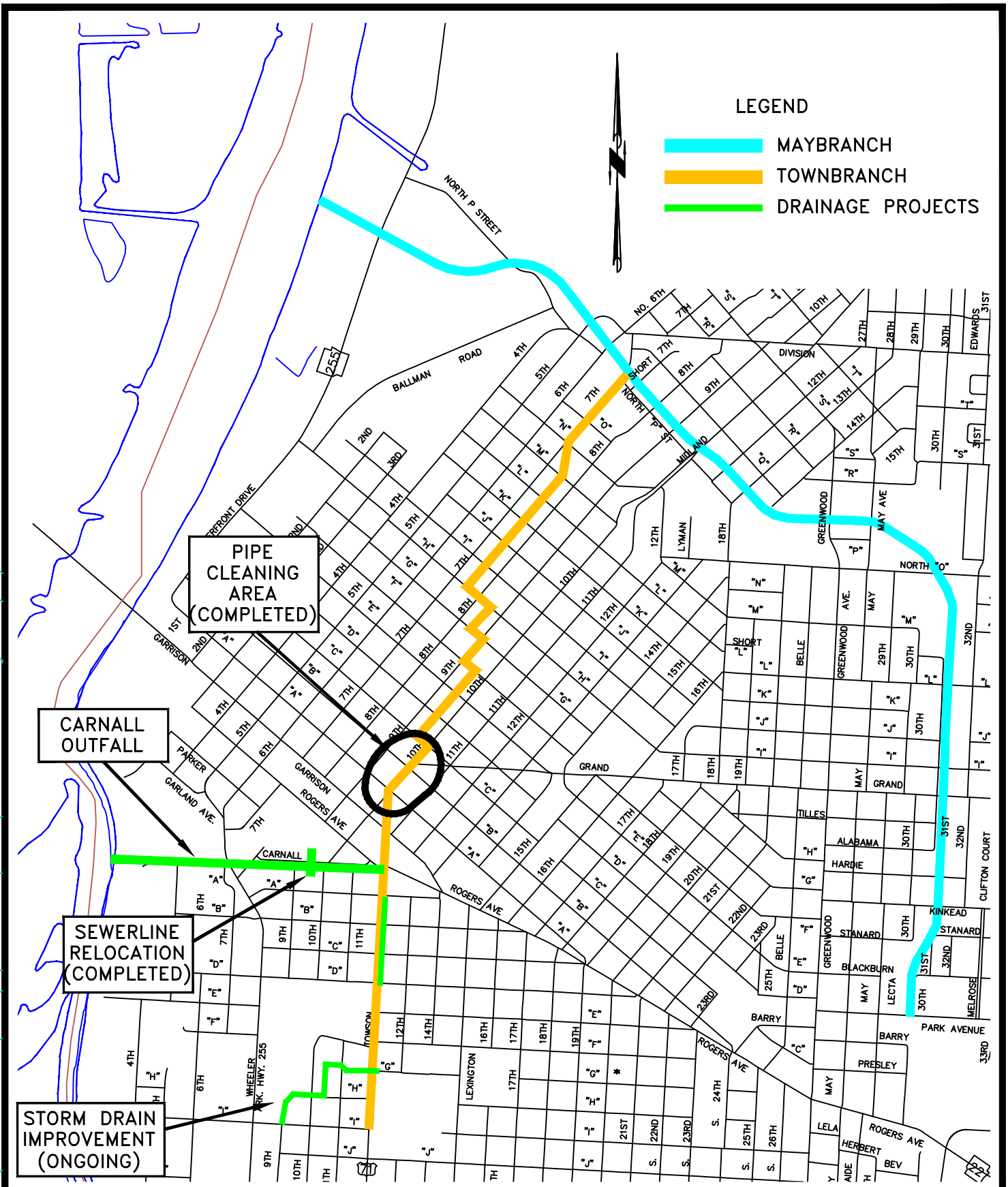


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2017 CAPITAL IMPROVEMENTS PROGRAM
TOWN BRANCH & MAYBRANCH
DRAINAGE IMPROVEMENTS



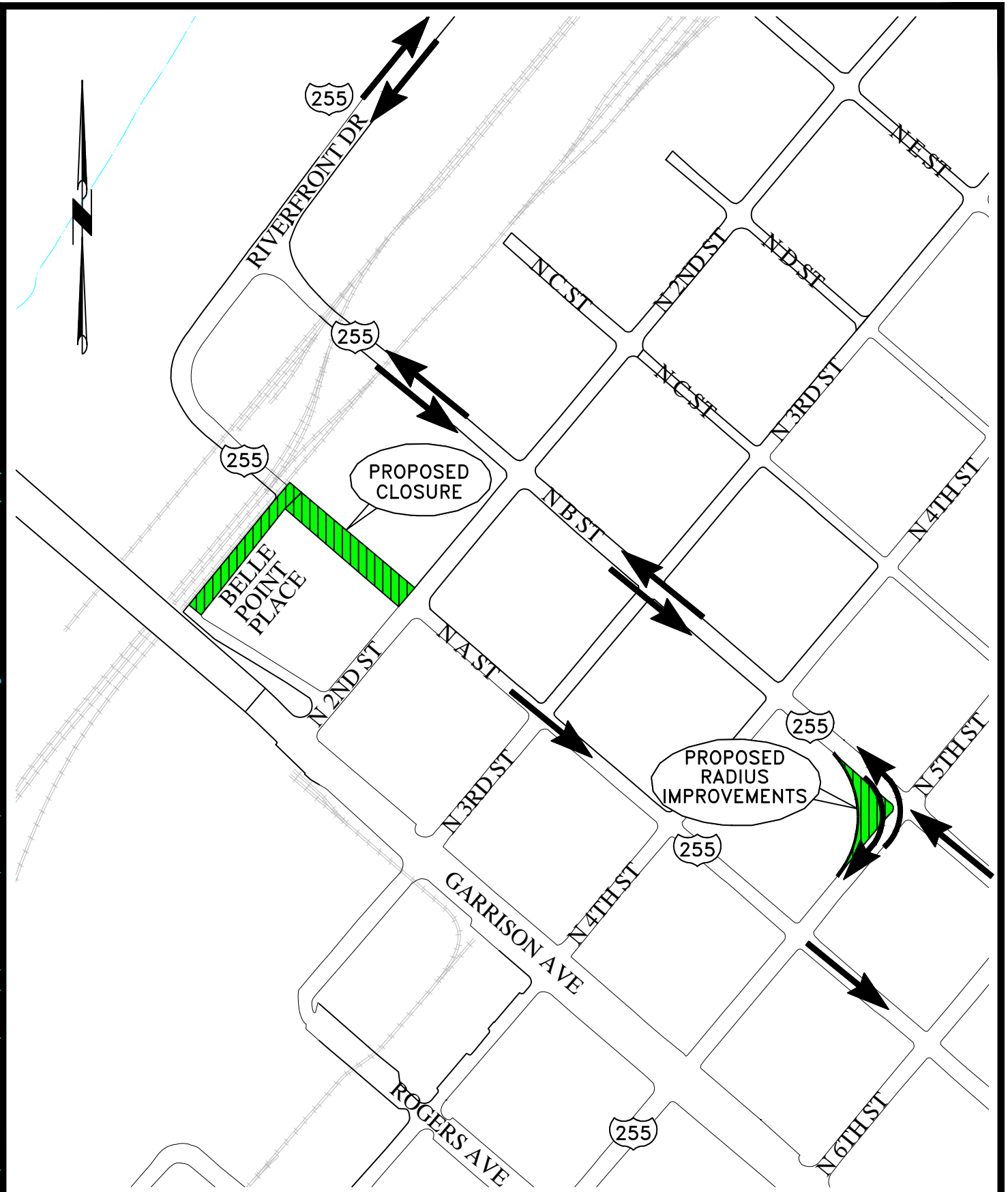
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2017 CAPITAL IMPROVEMENT PROGRAM
NORTH B TRUCK ROUTE
FORT SMITH, ARKANSAS

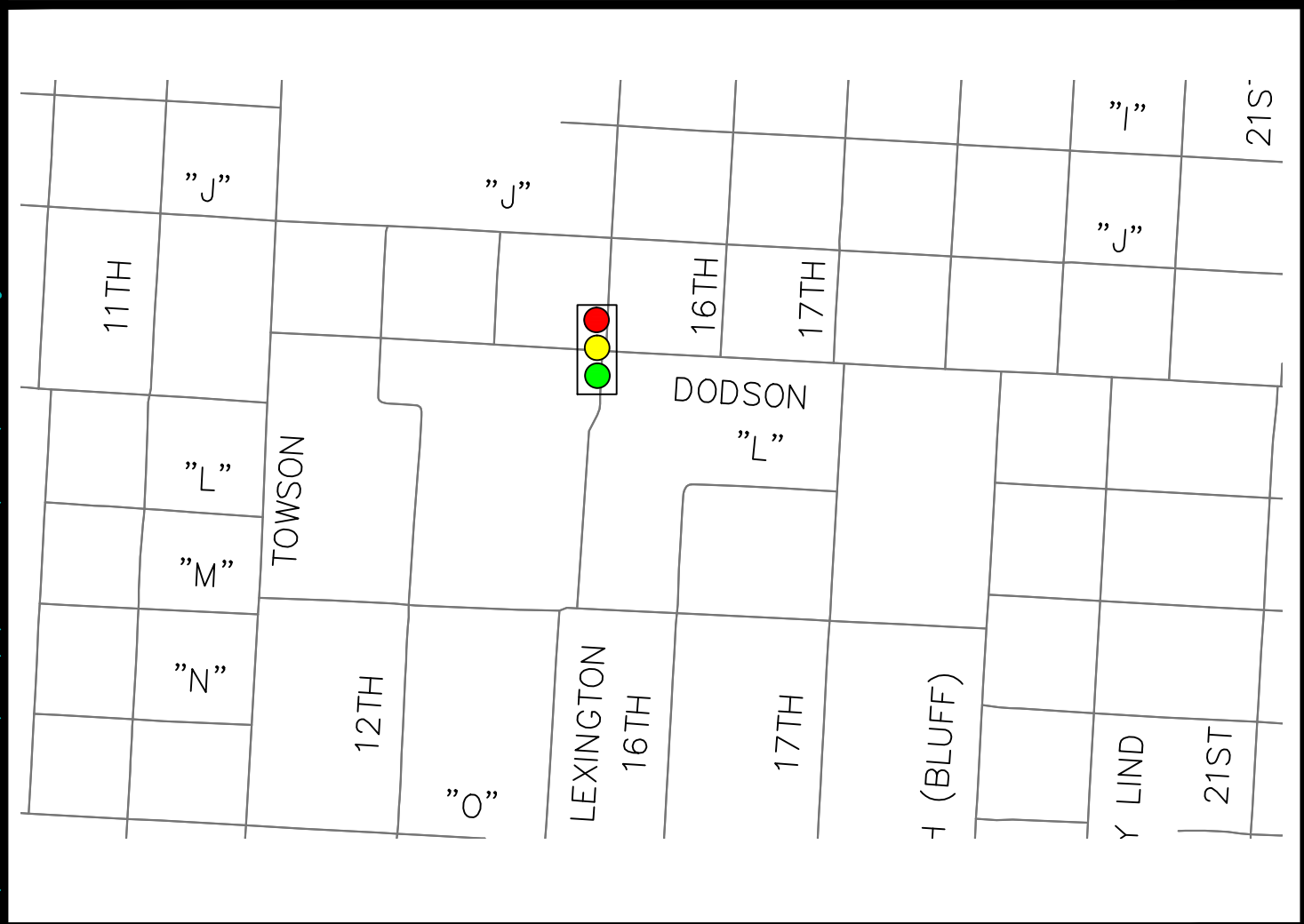
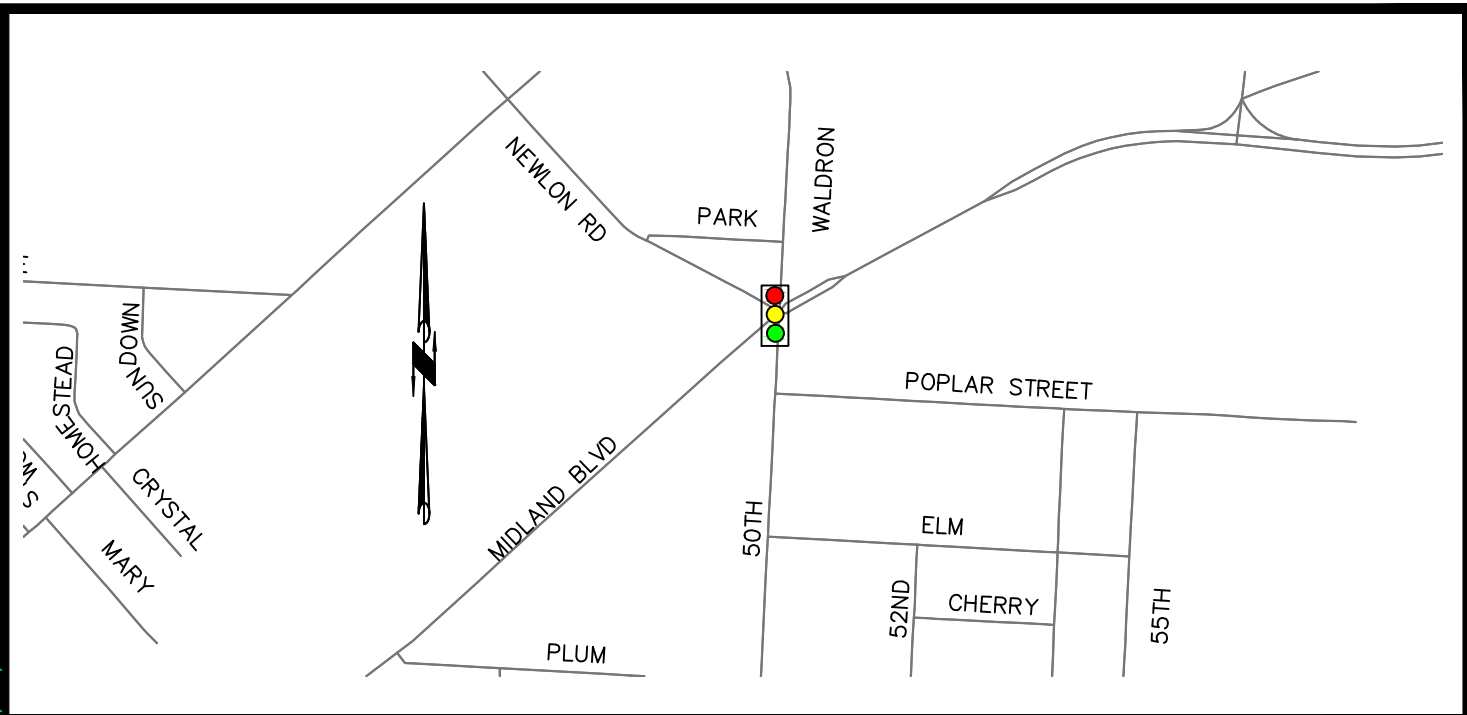


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2017 CAPITAL IMPROVEMENTS PROGRAM
SIGNAL IMPROVEMENTS



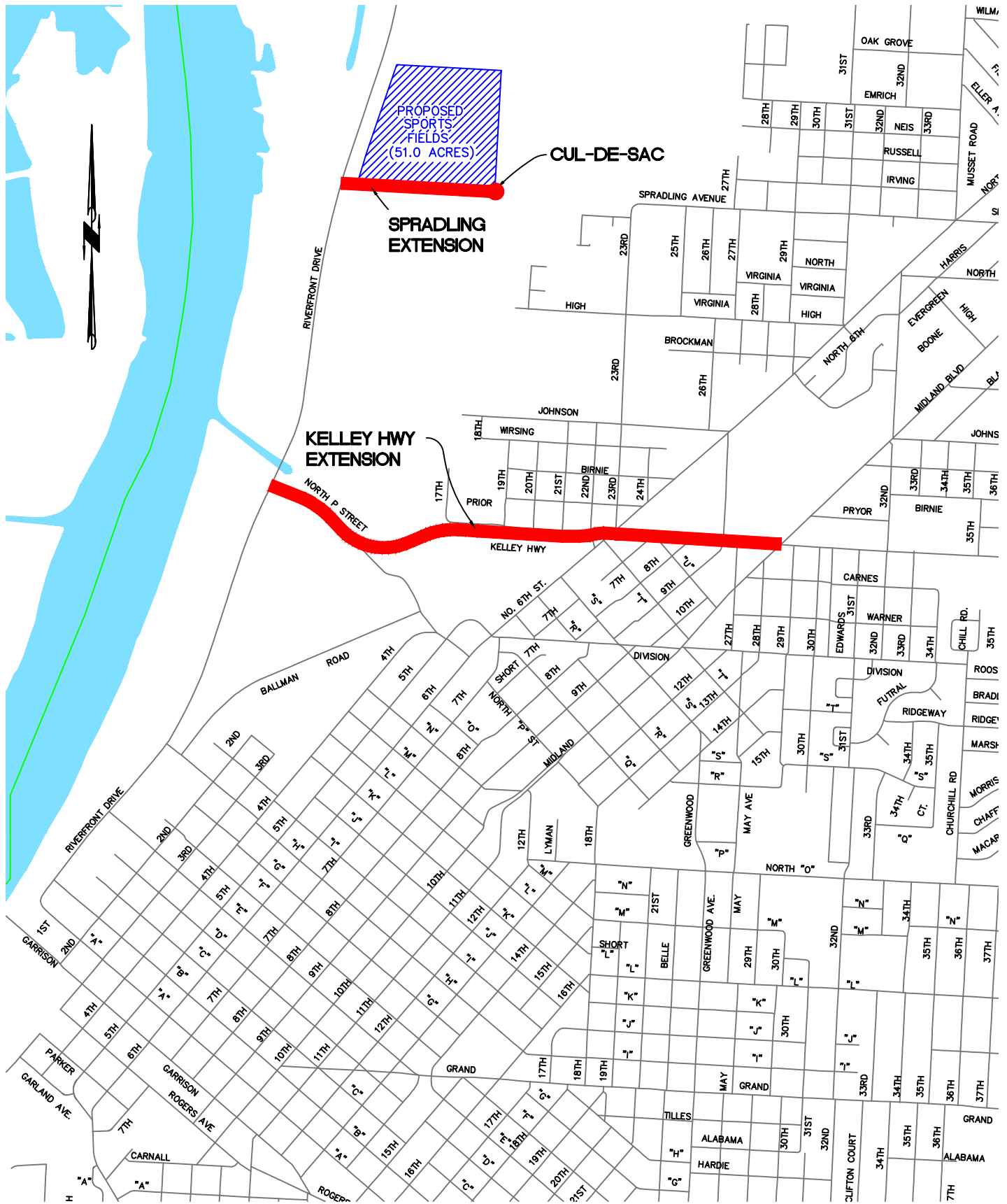
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2017 CAPITAL IMPROVEMENTS PROGRAM
SPRADLING AVENUE AND
KELLEY HWY EXTENSIONS



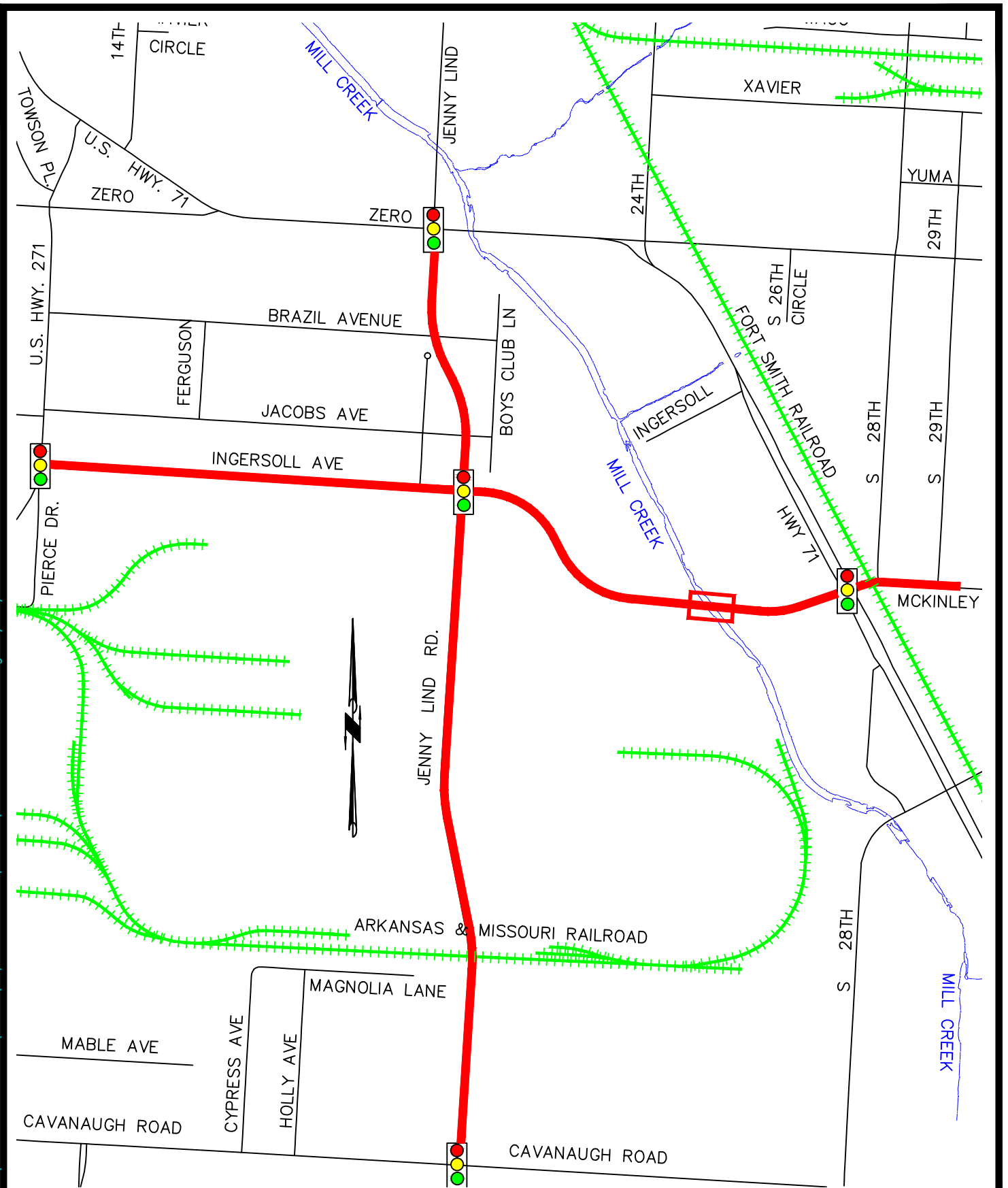
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2017 CAPITAL IMPROVEMENTS PROGRAM
JENNY LIND - INGERSOLL
ZERO STREET TO CAVANAUGH ROAD



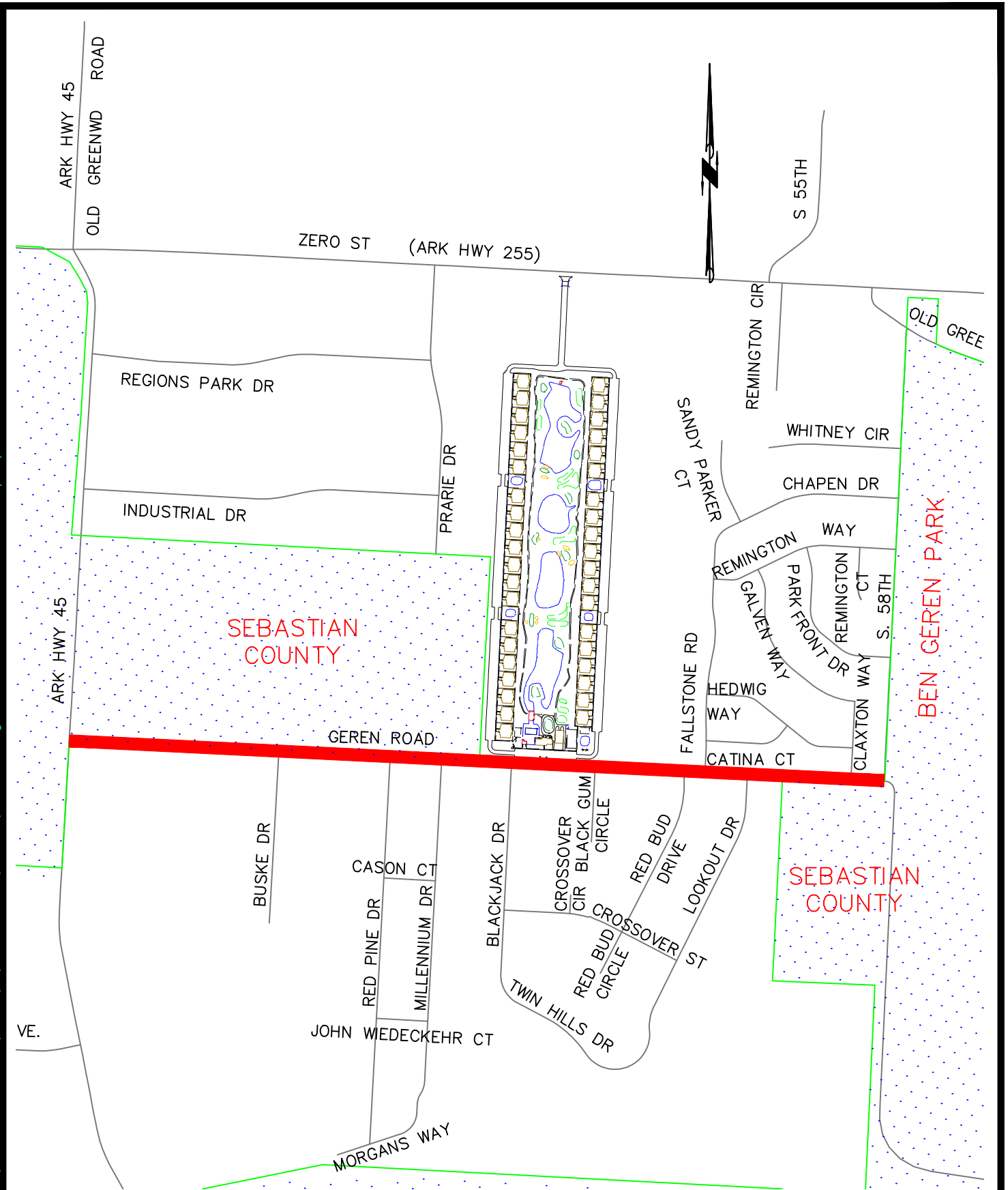
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2017 CAPITAL IMPROVEMENTS PROGRAM
GEREN RD RECONSTRUCTION



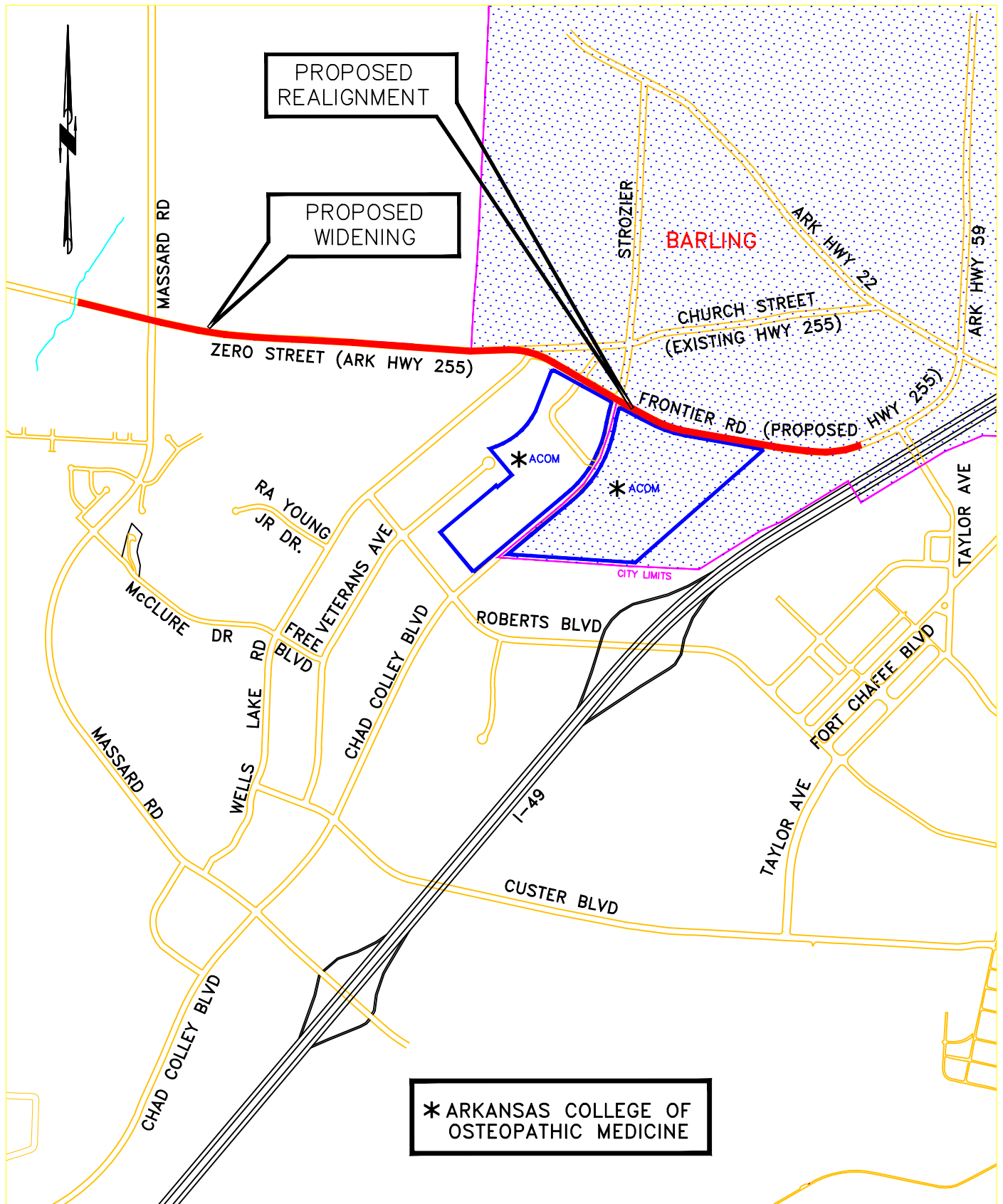
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2017 CAPITAL IMPROVEMENTS PROGRAM
ZERO STREET (ARK HWY 255) WIDENING



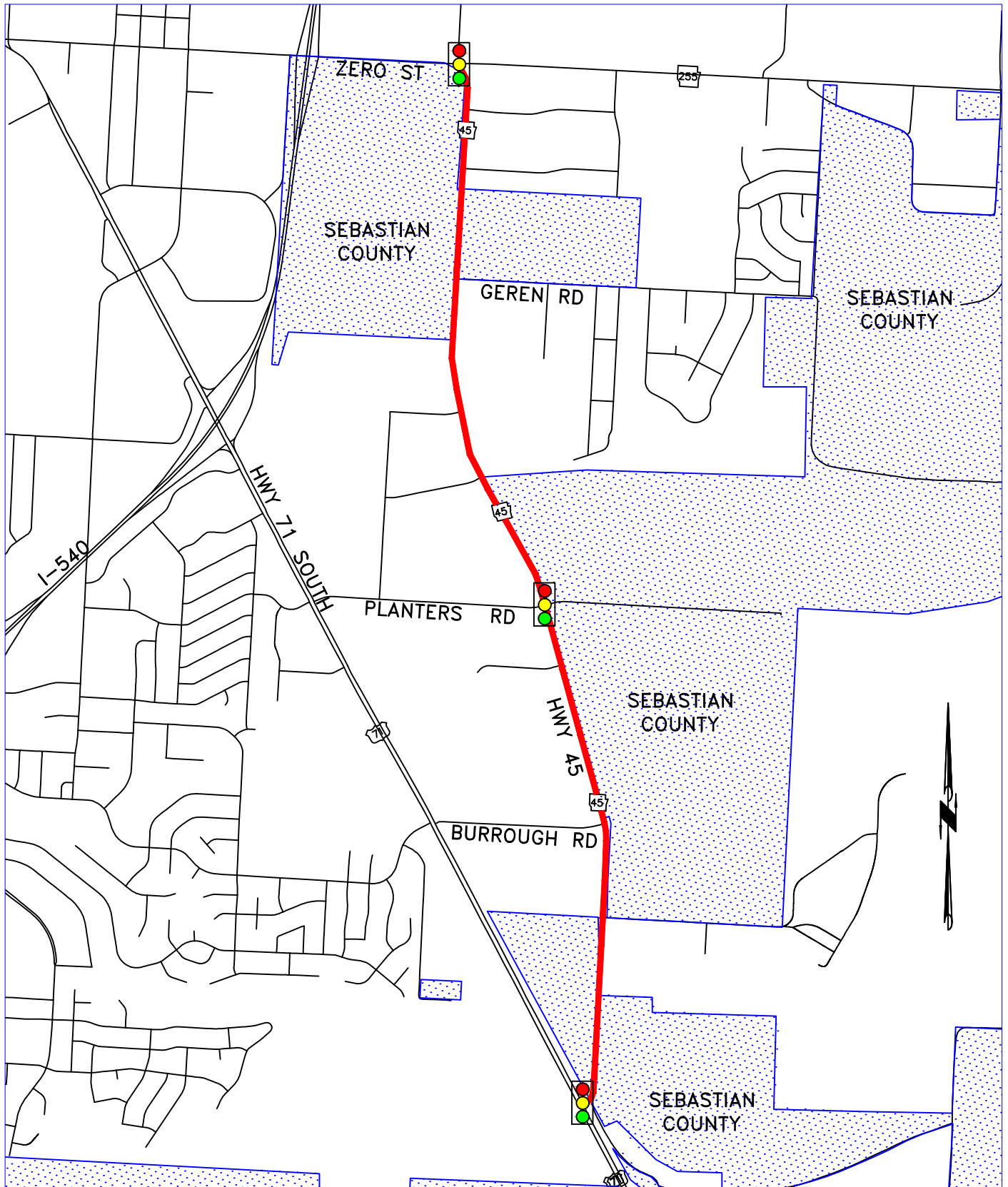
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2017 CAPITAL IMPROVEMENTS PROGRAM
ARK HWY 45 WIDENING



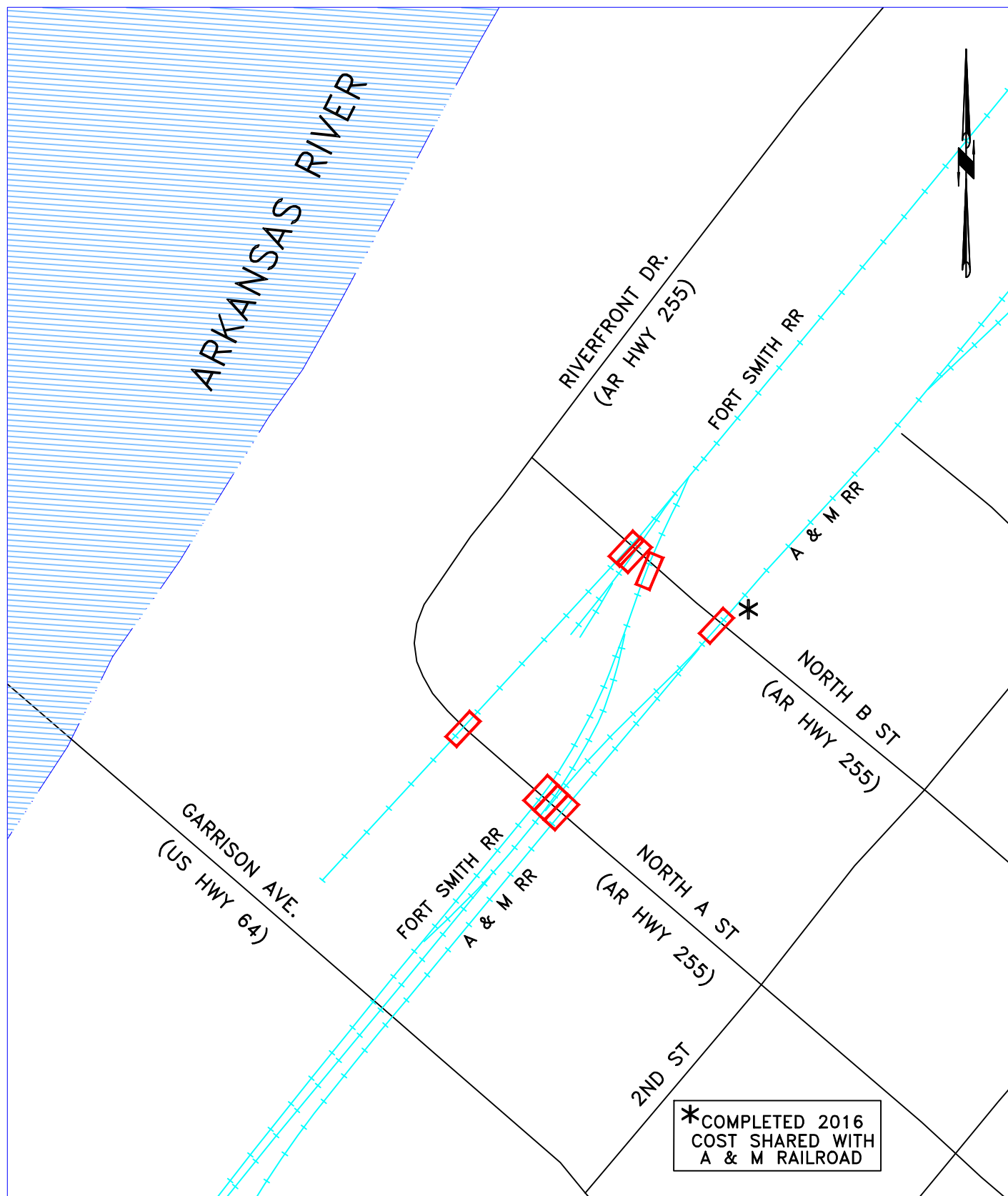
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2017 CAPITAL IMPROVEMENTS PROGRAM
RAILROAD CROSSING IMPROVEMENTS



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